

The Hongkong Telegraph.

(ESTABLISHED 1881.)
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September 22nd, 1911, Temperature 10 a.m. 82, 4 p.m. 83; Humidity...70, 71.

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No. 8585

第二初月八年三號

SATURDAY, SEPTEMBER 23 1911.

六月三十號

九月三十號

\$50 PER ANNUAL
Single Copy 10 CENTS

REUTER'S TELEGRAMS.

THE CANADIAN ELECTIONS.

LIBERALS HEAVILY DEFEATED.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 22, 1.50 p.m.

Reuter's correspondent at Montreal states that at ten o'clock in the evening 120 Conservatives and 70 Liberals had been elected out of a total of 221.

The Hon. William Templerman, Minister for Inland Revenue and Mines, has been defeated.

UNEXPECTED LANDSLIDE.

The early returns indicated that the Government would have a bare majority and the actual landslide was unexpected.

OPPOSITION GAINS.

The Opposition secured heavy gains in the Maritime Provinces and Ontario and won six seats at Quebec, Sir Wilfrid Laurier's stronghold.

RECIPROCITY NEGOTIATORS.

The Hon. William S. Fielding, Minister for Finance, and the Hon. William Paterson, who negotiated with Mr. Taft and his advisors in regard to reciprocity, both lost their seats.

MR. TAFT DISAPPOINTED.

Telegrams from Kalamazoo state that President Taft received the election returns while at a banquet.

The President refused to say more than "I am greatly disappointed."

ANOTHER VERSION.

Durban, Sept. 22, 9.50 a.m. According to other telegrams from Kalamazoo President Taft, upon learning of the Canadian Government's defeat, said: "I am greatly disappointed. I had hoped the Reciprocity Agreement would pass and prove the correctness of my judgment that it would be a good thing for both countries. It takes two to make a bargain and if Canada favours the abolition of the Customs Houses on the frontier

REUTER'S TELEGRAMS.

EARLIER ASPECTS.

Bombay, Sept. 22, 1.40 p.m.

The returns at nine o'clock in the evening indicated that the Government was defeated and Reciprocity rejected.

The Conservatives had then a net gain of twenty-nine.

DEFEATED MINISTERS.

The Ministers who were defeated were:

Hon. W. S. Fielding, Minister for Finance.

Hon. W. Paterson, Minister for Customs.

Hon. G. P. Graham, Minister for Railways.

Hon. S. A. Fisher, Minister for Agriculture.

Sir Fred W. Borden, Minister for Militia.

Hon. W. L. Mackenzie-King, Minister for Labour.

THE OPPOSITION LEADER.

Mr. R. L. Borden, K. C., Leader of the Opposition, has been elected.

THE CONSERVATIVE MAJORITY.

Reuter's correspondent at Ottawa reports that the Conservatives' majority is forty-nine, the biggest majority won by any

party since 1878.

A SHATTERED CABINET.

Eight members of Sir Wilfrid Laurier's Ministry were defeated.

LIBERALS THANKED.

Durban, Sept. 22, 9.50 a.m.

Telegrams from Battle Creek, Michigan, state that President

Taft in a speech in the afternoon reiterated that Reciprocity was simply a trade pact by virtue of which annexation did not even become a remote possibility.

The President said that he

favoured the abolition of the

Customs Houses on the frontier

REUTER'S TELEGRAMS.

THE SWEEPING VICTORY.

Bombay, Sept. 23, 12.50 a.m.

The completeness of the victory of the Conservatives in the Canadian elections came as a general surprise.

The Liberals lost over forty seats.

WINNIPEG GOES CONSERVATIVE.

The Conservatives have carried Winnipeg.

THE IMPERIAL TIE.

Mr. R. L. Borden, Leader of the Conservatives, in the course of an interview said, "The people of Canada have answered those who desired to drive Reciprocity through Parliament by means of

a temporary majority, when they did not possess a mandate on that policy. Canada is determined

that there shall be no parting of

the ways. She will continue in the path of Canadian nationhood but she has emphasized the strength of the ties with the Empire."

NO HOSTILITY TO AMERICA.

"There is," Mr. Borden con-

tinued, "no spirit of unfriend-

liness to the United States invol-

ved."

He concluded, "This is a

triumph of the Canadian people rather than that of a political party."

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REUTER'S TELEGRAMS.

THE "WORLD" (DEMOCRATIC).

says that the time will come when intelligent Canadians will regard the election as one of the greatest disasters that has ever befallen the Dominion.

The "New York Times" (Democratic) declares that the election is a triumph for reaction and ignorance.

The "New York Herald" re-

marks that time will vindicate Sir Wilfrid Laurier, and adds,

"Canada needs our markets more

than we do hers."

ENTHUSIASM IN ENGLAND.

Durban, Sept. 22, 11.45 p.m.

The defeat of reciprocity has been welcomed with the greatest enthusiasm by the Imperialists.

The London Unionist evening

newspapers are jubilant.

The "Pall Mall Gazette" at the same time pays a tribute to Sir Wilfrid Laurier, who had rendered great services to Imperialism

in circumstances of peculiar difficulty.

A LIBERAL VIEW.

The "Westminster Gazette"

salutes the fallen leader and finds ground for consolation in the fact that the Canadians voted

against reciprocity believing it would weaken the Imperial tie.

A STUPID INSULT.

Durban, Sept. 23, 8 a.m.

The "Toronto Globe" (Liberal) says:—"The people of Ontario don't like their neighbours in the South. That is emphatically the decision of the elections. Tens

of thousands of Liberals must have joined with the Conservatives to show their objection to having any truck with the Yankees."

AMERICA'S ATTITUDE.

Reuter's correspondent at Washington states that the State Department is of opinion that no effort will be made to repeal the Reciprocity Act, which will be allowed to remain on the Statute Books of the United States in the hope that Canada may change her mind.

LIANG TUNG-YEN.

(SERVICE TO THE "TELEGRAPH.")

Bombay, Sept. 23, 7.10 a.m.

Reuter's correspondent at Vienna reports that Emperor Francis Joseph has received in audience H.E. Liang-Tun-yen, the Chinese Minister for Foreign Affairs.

REUTER'S TELEGRAMS.

THE KING.

THE VISIT TO INDIA.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 22, 11.25 p.m.

Their Majesties, the King and Queen Mary arrive at Port Said on November 20.

It is understood that while the squalor is coaling the Khedive will visit Their Majesties on board the Medina.

The King and Queen will only land at Malta, and Aden on the outward journey and at Gibraltar when returning.

JOHNSON-WELLS FIGHT.

THE INDEMNIFICATION EXPEDIENT.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 22, 11.25 p.m.

The Rev. F. B. Meyer, having failed in his efforts to induce the promoter of the Johnson-Wells fight to abandon the fight or its reproduction by cinematograph

owing to the promoter's demands for indemnification being considered excessive, is sending to

Mr. Winston Churchill, the Home Secretary, a memorial signed by a hundred prominent persons, asking Mr. Churchill to exercise his right to prohibit the fight in the interests of public order and well-being.

A FINANCIER'S OFFER.

Sir Joseph Robinson, Bart,

Chairman of the Robinson South African Banking Co., and owner

of many gold mines in South Africa, has declared in a newspaper in South Africa that he and his sons would go to the fight.

He hopes that the white man will win. If he be beaten Sir Joseph is willing to give £5,000 to any white man who can beat Johnson.

CHINESE TELEGRAMS.

THE SZECHUAN TROUBLE.

FOREIGN WARSHIPS.

[SERVICE TO THE "TELEGRAPH."]

Peking, September 22.

British, French, German and Japanese warships of shallow draught have reached U-chow, but did not proceed further, as the local authorities say that the trouble in Szechuan has already been subdued, and it was desirable therefore that they should no longer risk their journeys to avoid arousing the anxiety and suspicion of the people.

CHINESE TELEGRAMS.

DEGRADATIONS ADVOCATED.

Peking, Sept. 22.

The President of the Ministry

of Communications has strongly urged Prince Ching to beg the Throne to degrade Wong Yun Man, former acting Viceroy of Szechuan, and Chao Erh Tung,

the present Viceroy, and to recommend H.E. Tuan Fang as the latter's successor.

SIGNS OF RECRUDESCENCE.

[SHUANG PO SERVICE.]

Peking, Sept. 22.

The trouble outside the city of Chengtu is not quite over, and there are indications that the rebels may again become active.

The Viceroy has despatched

an urgent telegram to the Army Advisory Council stating that the recruits cannot be depended upon and that the soldiers of the garrison are tired out by the fighting.

The soldiers on the borders, however, are insufficient for protection and hunting down the insurrectionists. The Vice

roy requests that they should be reinforced by the troops despatched from the neighbouring provinces.

RIGHT OF WAY.

A PEKING TROUBLE.

[SHUANG PO SERVICE.]

Peking, Sept. 22.

The Ministry of Foreign Affairs has sent a strong representation to the Diplomatic Body at Peking demanding the right of traffic in the foreign settlement at Peking.

Banks.**HONGKONG AND SHANGHAI BANKING CORPORATION**

PAID-UP CAPITAL £1,000,000.
RESERVE FUND £1,000,000.
Starting at £1,000,000 at 3% £30,000.
Silver £1,750,000

RESERVE LIABILITY OF PROPHETIC £15,000,000

OF DIRECTORS:
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E. Shillibeer, Esq., Deputy Chairman
F. H. Armstrong, Esq.
W. L. Paterson, Esq.
Andrew Forbes, Esq.
G. Friesland, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABE.

MANAGERS:
Shanghai—H. E. H. HUNTER.
LONDON BANKERS—LONDON COUNTY
AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 8 months, 3% per cent. per annum.
For 6 months, 2% per cent. per annum.
For 12 months, 4% per cent. per annum.

N. J. STABE, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABE, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1858.

HEAD OFFICE—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,025,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

On Fixed Deposits for 6 months, 3% per cent.

On Fixed Deposits for 3 months, 2% per cent.

Wm. DICKSON,
Manager.
Hongkong, 1st May, 1911. [22]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORISED CAPITAL Yen 48,000,000
PAID-UP CAPITAL 30,000,000
RESERVE FUND 18,850,000

Head Office—YOKOHAMA.

Branches and Agencies at:
Aitang-Hsien Newchwang
Boinbay New York
Changchun Osaka
Dairen (Dalei) Pekin
Fengtien (Mukden), Iyoyon (Port Arthur)
Hongkong San Francisco
Kolo Shanghai
Liao-Yang Tschingling
London Tientsin
Lyons Tokyo
Nagasaki

Hongkong—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit:

For 12 months 4 per cent. p.a.
6 " 3½ " "
3 " 2½ " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 25th August, 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUND.....Gold \$3,250,000

Gold \$6,500,000

HEAD OFFICE—

60 Wall Street, New York.

LONDON OFFICE—

36, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL & COUNTRY BANK,
LIMITED.

BRANCHES AND AGENTS
ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 15 months 4 per cent. per annum;
For 8 " 3½ " "
For 5 " 3 " "

GEO. HOGG,
Manager.

No. 1, Queen's Road Central.

Hongkong, 1st May, 1911. [18]

Banks**DEUTSCH ASIATISCHE BANK.**

PAID-UP CAPITAL £1,000,000.
RESERVE FUND £1,000,000.
Starting at £1,000,000 at 3% £30,000.
Silver £1,750,000

RESERVE LIABILITY OF PROPHETIC £15,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Koko Peking Singapore Tientsin
Tsinan Tsingtau Yokohama.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON
AGENCY.

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 16th Mar., 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,000,000.
Subscribed 1,125,000
Paid Up 662,000
Reserve Fund 325,000

HEAD OFFICE:

40, Threadneedle Street, London, E.C.

BRANCHES:

Bombay, Calcutta, Singapore, Howrah, Penang, Madras, Karachi, Kuala Lumpur, F.M.S., Rangoon, Colombo, Shanghai, Kandy.

AGENTS IN JAPAN:

Messrs. Jardine, Matheson & Co., Ltd.

BANKERS:

Bank of England.

London Joint Stock Bank, Ltd.

EVERY description of Banking and

Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balances and on Fixed Deposits as under:

For 8 months 2½ per cent per annum;
6 " 3½ " "
12 " 4 " "

F. G. MACDONALD,

Acting Manager.

1200] [1058

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

J. A. Wattie, Esq., Managing Director.

A. J. Hughes, Esq., Secretary.

A. B. Neill, Esq., F.I.A., Actuary.

A strong Mutual Corporation Registered under

the Ordinance of Life Assurance Companies Act, England.

Insurance in Force £39,571,465.00

Assets to read 9,632,910.00

Income for Year 3,656,071.00

Insurance Fund 9,390,690.00

LEFFERTS KNOX, Esq.—District Manager.

E. W. TAPE, Esq.—District Secretary.

C. LAWDER, Esq., Inspector, Hongkong.

Advisory Board, Hongkong: Sir Paul Chater, K.C.M.G., T. F. Hough, Esq., C. J. Lafferty, Esq.

Hongkong, 21st July, 1911. [1058

Alexandra Building.

C. LAWDER, Esq., Inspector, Hongkong.

Advisory Board, Hongkong: Sir Paul Chater, K.C.M.G., T. F. Hough, Esq., C. J. Lafferty, Esq.

Hongkong, 21st July, 1911. [1058

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Hongkong, 21st July, 1911. [1058

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Hongkong, 21st July, 1911. [1058

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Hongkong, 21st July, 1911. [1058

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Hongkong, 21st July, 1911. [1058

Alexandra Building.

C. LAWDER,

**THE RIGHTS, DUTIES
AND LIABILITIES OF
SHAREBROKERS.**

[Copyright.]

(Continued from last Saturday.)

As previously stated, a broker must not allow his personal interests to conflict with his duties as agent; and, therefore it is absolutely necessary that he should make full disclosure to his principal of any personal interests which he may possess, as, for instance, the fact that shares which he has been instructed to buy, and proposes to buy on behalf of his principal, belong to a debtor of his own, who intends to pay off the debt out of the purchase money for the shares; or the fact that he anticipates obtaining a benefit of any kind out of the transaction, in addition to the commission, he is to receive from his principal. Should, however, a broker make full disclosure to his principal of the precise nature of his own personal interest in the transaction, and should the principal raise no objection, but desire the matter to be put through, it may be properly carried out. But the disclosure must be complete. It is not sufficient for the broker merely to state that he has an interest, he must state exactly what that interest is. Thus it was held in the House of Lords in the case of *Liquidators of Imperial Mercantile Credit Association v. Coleman L. R. 6 11.L. 189* that where defendant, a sharebroker, who was also a director of a Company, arranged for the Company to acquire certain shares and debentures in another Company, for the disposal of which shares and debentures he was to receive a large remuneration, he must pay over the whole of that remuneration to the Company of which he was a director, although it was proved that he had, in the first instance, distinctly stated to his fellow-directors that he had a personal interest in the transaction, but the exact nature of that interest he did not, and was not asked to, disclose. This decision was referred to by Sir G. Jessel M. R. in the later-case *Dunne v. English L. R. 18 Eq. 524* in which case that learned Judge stated emphatically "it is not enough for an agent to tell the principal that he is going to have an interest in the purchase. He must tell him all the material facts. He must make a full disclosure".

(To be continued.)

MODERN MOTHER.
(Continued from last Saturday)
The woman who has broadened her intelligence, increased the horizon of both her knowledge and her sympathy, developed her individuality, her judgment and her half-respect, by that most wholesome and profitable of all forms of education—earning her own living and making a success of it—is as much superior to the old-fashioned rule-of-thumb wash-day, ironing day, baking day, "way-grandmother-used-to-do-it" type of housekeeper as the steam engine is to the steam-coach. This is not a mere glittering generality, based upon *a priori* reasoning. Ask any doctor of twenty years' experience in any American-born community or class and he will tell you without hesitation that the best mothers, the best-kept and most healthy homes, the best trained and fed and cared-for children, are in families where the mother has either earned her own living as a teacher, a clerk, a shopgirl or intelligent factory operative; or has had the means and the determination specially to develop her intelligence and her individuality by, say, a college course, or some form of private study or occupation, or action on behalf of his principal, unless the principal expressly agrees to his so doing, is clearly explained in the judgment of Lord Herschell in the case of *Bray v. Ford* (1890) A. C. at p 51, where he says:—"It is an inflexible rule of a Court of Equity that a person in a fiduciary position is not, unless otherwise expressly provided, entitled to make a profit; he is not allowed to put himself in a position where his interest and duty conflict. It does not appear to me that this rule is, as has been said, founded upon principles of morality. I regard it rather as based on the consideration that, 'human nature being what it is, there is danger, in such circumstances, of the person holding a fiduciary position being swayed by his interest rather than by duty, and thus prejudicing those whom he was bound to protect. It has therefore been deemed expedient to lay down this positive rule. But I am satisfied that it might be departed from in many cases, without any breach of morality.'

It is this same fairer and broader view of life and its problems that is largely responsible for that marked change in the attitude of the American mother toward her children, which is so loudly deplored and denounced by melancholy moralists and disciplinarians of all sorts under the term of "spoiling." As a matter of fact, it is the spoiled child who is really fitted for success in life. He knows what he wants and how to get it. He has a high respect for himself and plenty of initiative. It won't do him a particle of harm to butt his head three or four times against the wall of failure in trying to get what he wants. He will strike the balance between what he imagines himself to be and what he really is in the stern school of experience quickly enough. He has the great and indispensable qualifications for success—individuality, initiative, willingness to work for what he wants—and will try to make everything bend to his own wants.

The Basis of Self-Control.

He can't go very far outside of the nursery without discovering

first, he must recognize the limits imposed by the strength and desires of others; and then that he must make treaties with them in some way to secure their co-operation in getting what he wants in return for his assistance in getting what they want. This is the basis of what we are pleased to term morality and self-control. The only way a child will learn it is by actual experience, either in the family circle, if it be big enough, or on the playground.

Another factor in the success of

the American mother is the extent to which she has been enabled, on account of the more wholesome and primitive surroundings of American life, to get rid of that abominable substitute and subterfuge for maternal duties, the nurse-maid. There have been few influences in family life that have done more to lower the moral standards and impair the refinement and coarseness the tastes of the rising generation than the committing of young children, at the most impressionable age of their lives, to the almost exclusive care and companionship of ignorant, stupid and often vulgar and ill-tempered nursemaids, and other feminine field-lords of that description.

There can be no hiring of substitutes in this war. Every

mother

should spend at least one-half of her time and every father at least one-quarter of his in the

direct personal care and education of their own children. Shirkings of this duty is treason to the race and to one's best self. Servants may be kind and devoted, but they're a mighty poor substitute for real fathers and mothers, especially of the more intelligent class. There is a flavour about the child brought up chiefly in the nursery or under the care of servants, no matter how well trained, that is unmistakable. A freeborn and unspoiled child does not like to lie, but he quickly learns the trick of fibbing if he has much to do with servants, whose chief protection lies in the slave virtues of submission and deceit. The healthy, unspoiled child is almost absolutely fearless. Leave him much of his time with servants and before he is five years old he is desperately afraid of the dark; his little imagination is stocked full of shapes of terror and of danger—"Things", that will clutch him out of dark corners if he isn't a good boy; of giant cats that will come in through the window and eat him up if he doesn't go to sleep at once when his maid wants to get away for the evening. And before he is ten years old his clean little mind is crammed with all the vulgarity, the coarseness, the indecency and debasing superstition that have been accumulating in the country-side and the stable-yard for the last five hundred years.

The more closely a child can be compelled to associate with his parents, within reasonable limits, the better it is for both—though it will be a little hard on the child sometimes. If you want your child to grow up civilized keep him in the twentieth century while he is growing up; instead of relegating him to the dark ages of the nursery or boarding school and then wondering why he grows up such a young savage!

This greater amount of personal care of our own children will, it is true, require a considerable recasting of our stupid and antiquated hours of business and plan of work; but that is one of its chief advantages. Every working day—from that of the bricklayer to that of the banker—should be so planned as to allow time not merely for proper rest and food but for wholesome recreation and social intercourse, including that with our own children and families. The net result will be, as shown now by the unanimous result of thousands of experiments, that the actual amount of work done in seven or eight hours of labour a day will be twenty to forty per cent. greater than that turned out in ten hours; and its quality will be improved in the same proportion. There is nothing we do quite so stupidly as work.

The success of the American mother to-day is in part due to the fact that she has a greater freedom of choice in selecting the father of her children, and in deciding whether she will keep him or not—if he proves unworthy; and in part to the further fact that she is putting her brains into her business of child bearing, child rearing and home keeping, and training and developing her powers to the highest possible degree for this purpose. The one point in which she could be improved is in regard to the direction toward which her training runs. Most of the higher education of women is a cheap imitation of the higher education of men; and, as this is still largely a survival from the Middle Ages, the result is an enormous waste of time and energy upon dead languages, pure mathematics and a strange mummy called "pure literature," with all the life squeezed out of it.

However, our great democratic Middle-West universities are leading the way now to more rational and wholesome standards. And when the American mother is as thoroughly trained in the knowledge of her own wonderful body and that of her child, and their needs—in the knowledge of the chemistry of foods, and of physics and hygiene, of ventilation and house management—as she is in "literature" and dead languages, and the undying stupidities and formalities of culture, when she knows more of the effects of heredity and environment on the future of herself and her children and grandchildren than she does of the failures and stupidities and blunders of the past, which we

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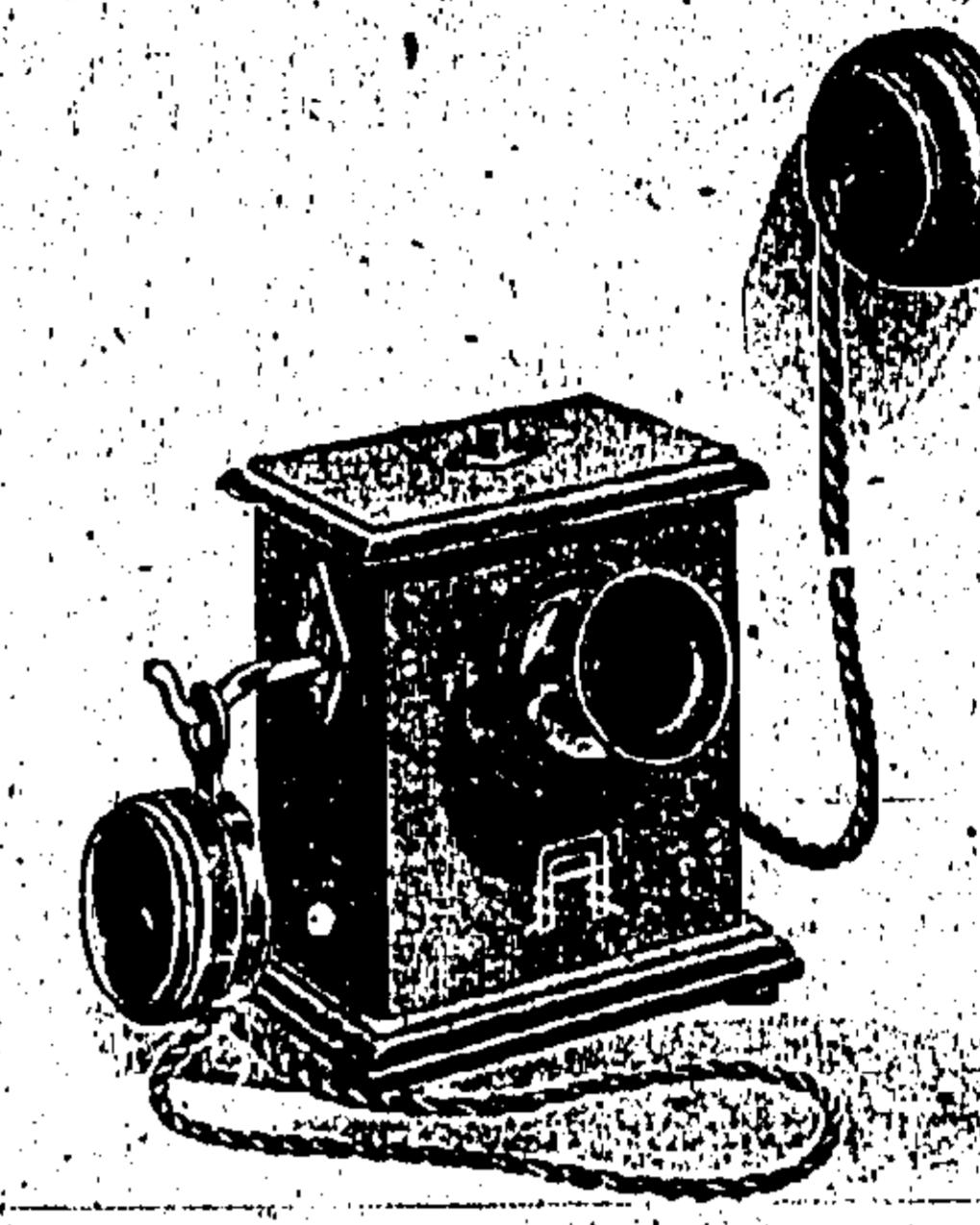
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(Effective from May 1, 1911.)

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Hongkong, 16th September, 1911.

DAY BY DAY.

Who breathes must suffer, and
who thinks must mourn.

And he alone is blessed who
ne'er was born.

Motoring In Hongkong.

With reference to the leader in our issue of Sept. 21 on motoring in Hongkong, we learn that the police were so impressed with the righteousness of the charge of furious driving brought against the chauffeur in the case mentioned that, notwithstanding the fact the magistrate refused to convict and discharged the case, they—the police—have taken the matter in hand and suspended the man's licence for three months. The congratulations we withheld from the magistrate, we heartily extend to the police for duty well performed.

The German Mail of the 23rd August was delivered in London on Sept. 22.

A sale of Crown Land, by auction, will take place at the P.W.D. on Oct. 8, at 3 p.m.

Fire hydrants are to be tested at a number of places in the military sphere between Oct. 9 and 13.

The State of Brunei has now been included in the Imperial Penny Postage scheme.

It is announced in orders that Supernumerary Robert M. D. Fox is restored to the establishment, K.O.Y.L.I. from July 31.

Tenders for supply of winter uniform for the crew of the Harbour Office steam launches, binnies, &c. will be received at the Colonial Secretary's office until noon of Saturday, Sept. 30.

Typhoon Warning.
The following telegram was received by the American Consulate General from the Manila Observatory at 11 a.m. this morning:—Cyclone or typhoon E. of Luzon more than 300 miles distant, filling up.

Langkats.

We learn that there was a rise in Langkats in Shanghai this morning.

Railway Returns.

The statement of approximate traffic for last month on the British Section of the Kowloon-Canton Railway published in this week's "Government Gazette" gives the following items:—No. of passengers 21,227; Coaching \$7,105.29; Goods \$552.99; Miscellaneous \$2,168.00; Grand total \$8,826.28.

A New Bill.

In the "Government Gazette," for this week are published the terms of a bill entitled "An Ordinance to amend the Railways Ordinance 1909." The Bill renders it possible for General Rules to be made with regard to granting free passes, and also puts restrictions on the carriage of dangerous goods.

Strike In Shanghai.

On September 18 practically the whole of the ship's carpenters in Shanghai went on strike. The increased cost of living owing to the shortage of rice is given as the cause of the trouble. The men, who are mostly Cantonese, demanded that their wages should be increased from seventy-five cents to ninety cents per day. The employers, the foreign ship-building firms, offered an increase of five cents, but this was refused and the men came out on strike.

Rice At Canton.

The price of rice in Canton has gone up considerably. The Canton Prefect suspects that some merchants are cornering the market. He has sought the assistance of the Canton Chamber of Commerce and has also despatched some officials to make investigations. According to a proclamation issued by the Prefect for the information of the rice dealers, any one discovered attempting to corner the stock of rice will be arrested and severely punished.

Shop Manager Robbed.

The manager of a shop at 121, Des Vaux Road, West reports to the Police the loss of a watch and chain valued at \$100.

Opium Possession.

A Chinese was fined \$40 or two months' hard labour this morning at the Magistracy for being in unlawful possession of a quantity of dried opium.

Obituary.

Shanghai papers of Sept. 18, announce the death at the General Hospital on Sept. 16, after a short illness, of Mr. Bathurst Walker of the firm of Messrs. Hanson, McNeill and Jones, at the age of thirty-two. Mr. Walker took the keenest interest in sporting and social affairs in Shanghai. He founded the local Oxford and Cambridge Society and was for long Hon. Secretary of the Rowing Club. The news of his death was learned with general regret.

The Hawke-Olympic Collision.

Apropos of the collision between the cruiser Hawke and the White Star liner Olympic it is interesting to note from comparison what an immense craft the latter boat really is. Merely quoting the tonnage does not convey much to the ordinary reader, but a much better idea can be given by comparing the length of the vessel with some of the world's greatest buildings and memorials. A striking contrast is furnished, for example, by comparing the height of the Woolworth Building in New York, 750 ft., and the length of the Olympic, 882.1-2 ft. St. Peter's Church, Rome, fades into comparative insignificance when compared with the Olympic, as the height of that building is only 448 ft.

Up A Tree.

On the 20th inst., Capt. Lui of Fatshan, went to Tai-fu village with the troops under his command to arrest a notorious robber. The robber, on hearing of his would-be captors, hid himself in a plantation of mulberry trees and threw a bomb at the searchers. The explosive seriously wounded three of the soldiers, but ultimately the man was captured. He was afterwards taken to Kong Po for trial.

Sanitary Board.

Amongst the orders for the day, for Tuesday's meeting of the Sanitary Board, is a minute by the President relative to the wholesale poultry shops in Ko-Shing Street.

Robbed His Mother.

Three months' hard labour and four hours' stocks were awarded to a native youth this morning for stealing a silk jacket from his mother at Kowloon City. Inspector McHardy prosecuted.

A Prolonged Absence.

John William Powers, an unemployed seaman, was brought up before Mr. Hazelton at the Magistracy this morning on a charge of failing to return to the House of Detention after the expiry of a few hours' leave. It appears that the defendant obtained leave from 10 a.m. to 4 p.m. on August 20 in order to look for work, but failed to report himself since that date. Yesterday, he was found sauntering near the Clock Tower and was arrested by P. C. Marks. Sentence of one month's hard labour was passed.

KOWLOON-CANTON RAILWAY.

THE THROUGH SERVICE.

The railway between Kowloon and Canton will, as we have already announced, be formally opened on Oct. 2. We learn that His Excellency, the Viceroy of Canton will not attend.

The regular service will begin on October 3. The first-class single fare from Kowloon to Canton will be \$5 and the return fare \$7.50. Second class fares will be \$2.50 single and \$3.75 return, while the third class will be \$1.25 either way, no return ticket being issued in this class.

On the British section of the line only legal tender will be accepted from persons booking. Tickets will be issued on the through trains from Canton to Hongkong and will enable the passengers to cross in the Star Ferry without extra charge.

COMPANY MEETING.

The Douglas Steamship Co., Ltd.

The 28th ordinary general meeting of the Douglas Steamship Company was held this noon at the offices of the company, Mr. H. P. White presiding. Those present included Hon. Mr. C. H. Ross, Messrs. G. C. Mackie, G. H. A. Barton, G. H. Medhurst, T. F. Hough, C. A. Tomes.

The Secretary having read the notice convening the meeting the Chairman said:—

Gentlemen: The report and accounts having been in your hands for some days, with your permission, we will take them as read, and we are glad to be able to come before you with accounts showing a considerable improvement in working oh that of the past 2 years, an improvement which, perhaps, is all the more satisfactory, in that it took place during the last 5 months of the year's working, and as you will gather from the report, we have been able to raise the rates of freight which, during recent years, have been on a very unremunerative basis, and as competition in our special trade is now rather less keen it is to be hoped that the improvement manifested will continue, though it is difficult to forecast the effect the general unrest in China will have on the trade of the east.

As regards the present outlook; the Haikun has been chartered for Saigon-Bangkok trade and this charter though not a fat one, should show a fair return, while the other steamers of the company are obtaining good cargoes on the coast, and despite the severe meteorological conditions that have prevailed during the last three months and which have caused unwanted delay to shipping, earnings for the current quarter are satisfactory.

We trust that the proposed distribution of profits will meet with your approval, for though we pay away nearly all that has been made during the year, the General Managers and Consulting Committee are of opinion that improved prospects and the financial position of the company warrant the suggested appropriation:

Turning to the proposed alteration in the articles of association which you will be asked to sanction at the extraordinary general meeting to be held after this meeting, empowering the general managers to increase the amount underwritten by the company on the steamers, I would point out that the articles limiting the amount on any one steamer to \$25,000 were framed at a time when the dollar was at a very much higher sterling value than at present, and as the amount of credit of the underwriting account is now over \$10,000 it is thought that the company might with advantage carry a larger risk, at any rate, on the higher valued steamers, the premium on which would go to the credit of the underwriting account, instead of into the pockets of the insurance companies.

Oliver paid out of the insurance fund during the first 10 years amount to a little over five thousand dollars, and unless there are any serious accidents to the steamers, which we sincerely hope will not happen, the account would be benefited by the proposed change in the Articles.

Before proposing the adoption of the report and accounts, I shall be pleased to answer any question that shareholders may wish to ask.

There being no questions the Chairman proposed the adoption of the report and accounts, Mr. Hough seconded and the motion was carried.

On the motion of Mr. G. H. Medhurst, seconded by Chun Tung the Hon. Mr. C. H. Ross, Mr. G. Mackie and Mr. C. A. Tomes were re-elected to the Consulting Committee.

Messrs. Low and Potts were re-elected auditors on the proposition of Chairman seconded by Mr. Hough.

The Chairman intimated that the dividend warrants would be ready on Monday.

At the extraordinary meeting which followed the Chairman proposed:—That Art. 18 (3) of the Company's Articles of Association be altered by substituting the sum of \$50,000 for the sum of \$25,000 in line two.

Mr. T. F. Hough seconded and the resolution was declared carried.

The Chairman.—A confirmation meeting will be held on a date to be notified.

SPORT.

An Australian Boxer.

Among the passengers by the steamer Changsha, that arrived from Australian ports yesterday was Jack Blackmore, an Australian boxer, who has come up on business, so to speak.

Blackmore's fighting weight is 11 stone, but he is accomodating and is open to receive offers.

For the present he is training with J. Capham at the V.R.C.

BILL LEWIS v. TERRY MARTIN.

The following is from the "N. O. Daily News" of Sept. 18:—

The boxing match between Bill Lewis and Terry Martin at Chang Shu-ho's Gardens on Saturday night can only be deemed somewhat unsatisfactory from a spectator's point of view. The grand struggle between giants of the ring, which was so confidently anticipated, was brought to an abrupt conclusion by a foul, and a half hour or one hour's interesting combat, which might reasonably have been expected, dwindled down to exactly twelve minutes, nineteen seconds. There is no fault to be found with the decision of Mr. R. Llewellyn Jones who, indeed, carried through his enormous duty fearlessly and without favour, but it might be suggested in view of the high prices for admission that, in case the *piede de resistance* finishes all too soon, another couple of so able ability might be available for a bout, thus giving the public a run for their money.

However, to the fight. After three interesting preliminaries, Lewis and Martin entered the ring, both looking the picture of health and trained to an ounce. Martin was 158 pounds and Lewis 143—big odds certainly, but the latter is a master of ring craft.

The first round served to indicate that to select the winner would be a most difficult task. It was fast and interesting, though at times suggestive of wrestling as allowed by the rules governing the encounter. Honours were even when the second round was entered upon, but at this stage Martin became very aggressive and hurled himself at his opponent. His right jabs to the jaw and subtle drives for the kidneys looked ominous, and whilst Lewis evaded the former his body marked the force of the other blows. Once Lewis got in a terrific upper-cut, which happily for Martin only partially hit the jaw. Kidney punches were the order of the day with Martin in the next two rounds, and Lewis appeared to be feeling their effects. In the fourth round, however, Lewis got in a devastating blow on the jaw, and shortly afterwards he again got in a right upper-cut, which only served to bring a smile to Martin's face. The latter looked as though he could stand any punishment, but to the casual observer Lewis looked as if he would crumble up in the event of Martin getting in a straight right.

Nineteen seconds after the beginning of the fifth round the contest terminated. Martin, driving Lewis to the ropes, darted in and struck a foul blow. Lewis doubled up, and Mr. Jones stopped the fight and awarded the verdict to Lewis. Exactly how the blow was delivered below the belt it is somewhat difficult to say, but no one present could suggest that it was other than an accident. Martin has a name for fairness, not only amongst his naval colleagues but in sporting circles throughout the world; and his many and unquestioning acceptance of the referee's decision together with his immediate apology for his share in an unfortunate accident, will certainly meet with general approval.

SWIMMING SPORTS TRAGEDY.

A Competitor Drowned.

A shocking tragedy occurred shortly after three o'clock this afternoon while the Chinese Recreation Club swimming sports were being held at North Point.

One of the items on the programme was a competition in swimming under water. In this event, among the competitors was Wong Po Shan. He dived in when the word was given, and was not seen again.

A strong current was running and the theory is advanced that the unfortunate youth was carried under a lighter from which the spectators were watching the sports.

Naturally no one anticipated at first that anything was wrong, in the fact that the unfortunate swimmer did not come to the surface, for the chance of victory was the greater the longer he was unseen. Three minutes passed and the crowd of Chinese began to show signs of nervousness.

Two rowing boats began to scorch the space between the various craft that marked out the arena, while individual swimmers dived in and swam about, hoping to come across the missing man. One of the interpreters at the Police Court pluckily took a rope between his teeth and dived down alongside the lighter, but his effort was of no avail. Thinking perhaps that Wong had been sucked under the lighter the moorings of one end of the vessel was cast loose and the craft allowed to swing with the current.

Something floating on the water raised false hopes in the minds of the agonised spectators and four swimmers put off after it. But it was only a piece of crumpled paper. The search was vigorously prosecuted but to no effect and at the time of writing the body had not been recovered.

Another theory put forward to account for Wong's disappearance is that he may have dived too straight and stunned himself on the bottom. A previous competitor had hit the bottom with his head in the same fixture.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—15th Sunday, 24th September, after Trinity. Holy Communion (8.15 a.m.) Matins (11 a.m.) Responses, Psoral. Vespers, Novello. Psalm. Of the 24th morning. To Deum: Russell, Jones, Eye, Benedictus. Tenebrae. Hymns: 292, 200 and 230.

Preacher: The Bishop of Victoria, V.B.—Psalm 116, verses 1, 2, 7, 8, 15, 16 in unison. Psalm 118, verses 6, 14, 15, 24, 28, 29 in unison. Evensong (4.45 p.m.) Responses: Psoral. Psalms: Of the 24th evening. Magnificat. Nunc Dimittis: Sandford in A. Anthem: "O that thou hadstarkened." Sullivan. Hymns: 193, 277. Sevenfold Amen. N. 119, verses 1, 2, 7, 8, 9, 12, and G. P. 17, 18, 22, 24, 25, 29 in unison.

St Andrew's Church, Kowloon. Morning Service 11 a.m. Preacher: Rev. W. W. Rogers. Vespers, Ouseley. Te Deum, Russell, Jones, and Eye. Psalms: 116. Compline: Jubilate. Hayes. Hymns: 278, 281, 215. Evening Service. Preacher: Rev. H. O. Spink. Magnificat Barnby. Nunc Dimittis: Felton. Psalm 119. Fitzherbert, Nares. Rimbault. Hindle. Hymns: 280, 505, 385.

Afternoon Sunday School at 3 p.m. Will be held in the Boys Scouts Headquarters on the Church grounds.

Garrison Divine Service: Church of England, Cathedral, 11.00 a.m. Detention Bk. Detention Barracks, 11.00 a.m. Military Hospital, Bowen Road, 6.00 p.m. Lyceum Barracks, Under Orders, Kowloon St. Andrew's Ch. 11.00 a.m. Mount Austin Barracks, Under Orders. Sanitarium Barracks, Under Orders. Baptist Congregationalist, Presbyterian, Union Church, 11.00 a.m. Wesleyan Church, 10.00 a.m. Mount Austin Church, Roman Catholic, St. Joseph's Church 10.00 a.m. Kowloon Rosary Church, 9.00 a.m.

GYMKHANA NOTES.

Next Saturday's Meeting.

An examination of an advance copy of the programme for the fifth meeting of the Gymkhana Club this season reveals two outstanding features as compared with last month's meeting, viz., better quality and poorer quantity. Mr. C. G. Mackie and Capt. Hughes have as usual carried out their thankless duties of handicappers with decidedly happy results, so that owners are altogether satisfied. The arrangement will therefore have the effect of bringing out a field of all entrants in almost every one of the five races listed.

We welcome back the appearances of both Merry Scott and Mombassa. Both were under the weather last month, but have been entered for the principal events next week. Tralee and Trowint will also re-appear and a new griffin will take the field in

Lymington. Lachine, who displayed such splendid form last meeting, was reported off colour recently, but is gradually picking up and I shall not be surprised if he gets into fine fettle again before Saturday. This is to be hoped for his popular owner's sake, no less than for the sporting public.

Among the jockeys I have heard that there are going to be some slight changes again. Mr. David will ride Arcadian Chiof. Oil King will be piloted by Mr. G. W. Gogg who may be seen in the saddle on good old

Kerry for the first race of the afternoon. Mr. R. F. O. Master will ride for Mr. H. Logan in the once round race and will endeavour to carry the white with scarlet sash to victory on Lachine in the second race. Favonius will be ridden by Mr. Jervois. Mr. Monk is training Brushwood Boy, and judging by past results he should race well in the mile and a quarter handicap in spite of his weight (160 lbs.). The old winner Mombassa will carry his new owner (Mr. H. A. Sotl) in the pigskin for the same race.

Trowint and Merry Scott are galloping in the evenings instead of early morning as their jockeys cannot manage to be with the "Early Birds".

Brushwood Boy (Mr. Monk) did the heat gallop this morning; his one mile in 2.19, last quarter 32, was an excellent performance.

Other times were:

Arcadian Chiof (Boy), 1 mile, 2.32; last quarter 31.25.

Lachine (Boy), 1.2 mile, 1.6; last quarter 32.

Kerry (Mr. Gogg), 1.1-4 miles, 3.09; last quarter 33.

Rejected (Boy), 3-4 miles, 1.48; last quarter 34.

Tralee (Boy), 3-4 miles, 1.49; last quarter 34.

Alority (Mr. Gogg), 1.1-4 miles, 3.14; last quarter 32.

Clifby (Mr. Lewis), 3-4 miles, 1.50; last quarter 33.

Greyback, 3-4 miles, 1.47; last quarter 33.

Urgent, 3-4 miles, 1.49; last 1.4, 34.

Mombassa, 1.1-2 miles, 4.34; last quarter 36.

RIDING BOY.

THE MACAO DELIMITATION QUESTION.

THE VICEROY'S OPINION.

THE "TELEGRAPH" CORRESPONDENT.

Canton, September 22.

It is reported that H.E. the Canton Viceroy has telegraphed to the Ministry for Foreign Affairs, giving it as his opinion that, as the Macao government has not yet stopped dredging the harbour, the Portuguese Minister at Peking should be asked to instruct the authorities at Macao to cease the work.

According to one report, H.E. the Viceroy has requested the Macao government to order the dredger back to Hongkong, as its presence in Macao may cause considerable ill-feeling among the Chinese and lead to international complications.

V.R.C. AQUATIC SPORTS.

Yesterday's Results.

The second day of the V.R.C. Sports provided more interest than did even the first, for some of the events were very closely contested. In the 220 yards race for the Championship of the Colony, for once in a way Logan did not set the pace straight away, for Claxton did that, though the superior generalship of "Tommy" gave him the coveted honour. For four lengths Claxton and Logan kept well together, but at this stage the latter forged ahead and won. In the heats for the two lengths handicap there was nothing remarkable save that Witchell and Lammiert in the second heat had a tough tussle. Witchell managed to finish just ahead.

Throwing the polo ball is not so easy as it would appear at first glance, but some of the competitors were able to put the sphere a very good distance - Tata looked like winning, on the second throw, out of the allotted three, but in the last attempt Lammiert sent the ball 64 feet beating Tata by 3.1-2 feet.

In the running header from the springboard J. M. A. Remedios secured a popular verdict with M. A. R. Souza second. Logan made very good distances but did not do so well as the winner.

The final of the four lengths handicap was won by F. L. de la Roza, in 11.5 secs.

The programme was completed by a scratch polo match between Whites and Blues. At first the Blues seemed to have the best of matters Ellis notching the first point for them. But the Whites soon set to and replied with three goals running out winners by 3 to 1.

The results are as follows:- Two Lengths Handicap:- Heat, F. L. de la Roza rec. 6, 31.4-5 rec. 2; R. C. Witchell rec 5, 30.4-5 recs; heat 3 A. J. V. Ribotro rec. 9.3; 2.6secs; heat 4 G. W. Sewell rec. 10, 35.2-5 sec.

220 yards Championship of the Colony:- T. Logan, 1; A. A. Claxton 2. Time 2 min 47.2-5 sec.

Throwing the Polo Ball:- Lammiert 64 feet 1'; Tata, 61.1-2 feet, 2'.

Running Header from the Spring Board:- 1. G. M. A. Remedios; 2. M. A. R. Souza.

Final Four Lengths Handicap:- F. L. de la Roza 1'; R. C. Witchell, 2. Time 11.5-1 sec.

FIERCE LADY EDITOR.

Proposes a Duel.

Mlle. Arras Ly is a militant feminist and editor of a fiery sheet at Toulouse which preaches the social and political emancipation of women, says a Paris telegram of August 28. Mlle. Ly wields a trenchant pen and is a woman of decided opinions.

A recent editorial of hers brought her into sharp pistolatory conflict with the local newspaper, which happens to be edited by a mere man named Louis Cazale. This latter happened in the course of his reply to the strictures of the lady editor to pen something which she deemed derogatory to her honour.

Having relieved her injured feelings by abusing him by means of editorial ink, she now thirsts for his blood. Mlle. Ly has, in fact, sent a cartel to M. Cazale demanding reparation by a recourse to arms; pistols preferred.

The challenge was conveyed by two of the lady editor's assistants, Mlle. Anna Lead and Mlle. Marie Pugibet, (ominous name!) who invaded M. Cazale's office wearing top-boots skirts and picture hats; Their principal had entrusted them with a letter for M. Cazale, which reads as follows:-

In principle I am opposed to duelling, but on this occasion I am compelled to have recourse to it, because in these days it is still the only means of satisfactorily settling questions of honour. I have therefore sent my seconds to demand reparation by arms, and I hope that this, the first shot to be exchanged for the cause of outraged femininity, will not be without result.

When the editor had recovered somewhat from his astonishment, he pointed out that under the code of honour he, as the challenged party, had the right of choice of weapons. He therefore gravely informed the lady's seconds that he was prepared to fight her with fountain pens in their respective editorial sleeves, or, if that was not acceptable, with hat pins, at a distance of five paces.

Mlle. Ly, in whose veins flows the hot blood of the Midi, has become more angry still. She has bought a horse whip, and vows that she will use it on her rival if he persists in ridiculing her invitation to a meeting with pistols.

WHY THE EAST CALLS.

(By Zi in the "Philippines Monthly.")

Samuel Washington T. Booker and Johnson Rastus P. Oliver have their nipa-thatched habitats in the district that fringes the frayed edges of the fashionable suburbs of Malate and Ermita. Meeting one evening recently while homeward bound the following conversation ensued:

"Hello, Ras!"

"Lo, Sam!"

"Ah understands you's-a-gwine home on nex' boat, Sam?"

"Who done tol' ye dat dar lie, Ras?"

"Ah dunno, Ah's just done heard it."

"Now, look-a hyre, Ras, Ah's

gwine to do, nosing ob de kiand;

"Ah's gwine to stay right in disa hyre 'Germ of the Orient' as de-papers calls it. Ah likes it hyre first rate an' Ah has

a good time. When Ah gets

home ob an ev'ning Ah flops

into mah easy olivir, lights one

ob den-dar sine Manila cig-ills,

calls de boy an' says: 'Muchacho,

take off mah zapator,' an' he takes

em' off. Pooty soon! Ah gets to

feelin' a kiand ob dryin' Ah says:

"Muchacho, bring mo a glass ob

ice-agua, savvy?" an' he

brings it pronto. Coming on

dusk an' de skeeters gettin'

bad. Ah calls mah boy an' says:

"Muchacho, keep dem pesty

critters ob mosquitos off'n ob

mah face," an' he takes a fan

an' fans mo 'ntil Ah gets

quite drowsy. An' wants to go to bed, an' Ah says: 'Muchacho, fix

up mah khama, savvy?' An' he

chases all de skeeters out ob de

mosquitos an' tucks de ponds

under on neat dat dar sing day

calls 'Potato' (patata) in Spanish

an' says: 'Malute, señor.' Den

Ah orwalsin, takes a good yawn

an' says: 'Muchacho, now close

mai eyes for me.'

"An' you sink. Ah's a-gwines

back to dem dar United States

of America? What's talking about,

you loo niggah? Weal, along

Ridin' boy an' says:

"Adios, Sam."

THE WEEKLY QUARREL.

An Amusing Expedient of Two Young Married People.

between the courses in an irritating way, well, if I scolded him for that at table the whole meal would be ruined by silly recriminations.

"We are frank with each other on Thursdays, and it is a luxury. We confess our worries, too, and get sympathy as well as criticism. I tell George about the servants' misdeeds. Suppose I told him these woes day by day, as they occur, I should take about nothing else; and he would end by being absolutely bored."

"Naturally I expected to meet in George and Hilda a tinge of that peculiar shyness which one observes in people who are very much in love; a certain subtle "strain" and self-consciousness; and, at the same time, a visible happiness. The house of a recently-married couple is charged with electricity, it does not in the least resemble the house which has been long established and become humdrum. Often, even after many months this electrical quality is almost unabated."

"And I tell Hilda of my business worries," added George; "she knows quite a lot about my office affairs—whereas most wives are completely vague as to what their husbands do in town. If I vented my business annoyances on Hilda each evening when I came home every dinner-time would be miserable. I heard them up for Thursdays."

"But it's not all sympathy-seeking at our committees!" smiled Hilda. "Every kind of fault-finding is permitted on this evening of the week. We give each other fearful wiggings. We are able to be rude to each other to a degree which no ordinary married couple dare venture on."

A Frank Discussion.

"George not only abuses the cooking, he complains also about my appearance, or about how I make myself pleasant to our own friends—you'd never believe how it relieves George's feelings to fire off a kind of volcanic outburst of typical, common-place jealousy!"

"And in the end we wind up with a sensation of delicious lightness, as though a burden had been lifted. We breathe more freely. We initiate all sorts of little reforms. We forgive all sorts of blemishes. We start a new week with a clean slate."

"By the by, why is 'wrong'

pronunciation so exasperating?

"And in the end we wind up with a sensation of delicious lightness, as though a burden had been lifted. We breathe more freely. We initiate all sorts of little reforms. We forgive all sorts of blemishes. We start a new week with a clean slate."

"I looked at George and I looked at Hilda, and I saw the explanation of their serenity, their jollity, and the pleasant absence of that odd electrical tension so common in the dwellings of young married people. Those Thursday committee meetings had done it, with their frank discussions and frank squabbles. The consequence of those outspoken debates was that George and Hilda had got to know each other extraordinarily intimately."

"They concealed nothing of their characters from each other—neither the mean and paltry nor the generous and considerate. If they realised each other's failings they must also have had some wonderful glimpses of each other's trials and splendid patience."

Perfectly Candid.

"What does the ordinary young married man know of his wife's housekeeping cares: the domestic service problem, the tradesmen difficulty, the petty anxieties on callers' afternoons? Nothing! What does she guess of his City battles and defeats? Nothing! How can she divine that this or that unnoticed mannerism of hers is beginning to get on his nerves; and how does he know that his own chivalry and politeness are degenerating as the courtship and honeymoon era becomes more and more distant in the past?

"These are not points that can be raised at every meal; they are too delicate or too thorny. Besides, such couples soon begin to grow afraid of each other; they take refuge in silence, for fear of giving offence.

Now the husband and wife who

feel to offend each other are not likely to have much candid conversation. Here, then, comes in the claim of the one-evening-a-week "committee" devoted to an illuminating honesty of speech, to confessions, accusations, complaints—and safeguarded by the inviolable rule that no word uttered during its course may be permitted to rankle after the meeting is closed and the week's truce of peace has been recommended.

"Of course, as George told me when we were alone, you have to be careful not to say anything that will rankle, but it is not so very difficult when you get out to quarrel in cold blood.—W. M. in the 'Daily Mail.'

MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.
REMOVED: THE CREAM ONLY.
ADDED: NOTHING.
If you must use Separated Milk why not have it
FRESH?
For sale by

THE DAIRY FARM CO., LTD.
POPULAR
ASAHI BEER

CONCERT.

THE ANNUAL GRAND PRO-MENADE CONCERT will be held on the Hongkong Cricket Club Ground on SATURDAY, the 30th September, 1911, at 9.15 p.m.

Tickets, \$1 each, can be obtained from Messrs. The Robinson Piano Co., Ltd., Messrs. S. Meutrin and Co., Ltd., at the Pavilion or from the Secretary, Hongkong, 28th Sept., 1911. [1306]

NOTICE.

N and after 1st October, 1911, the subscription for monthly subscribers staying every day will be reduced to \$3.00 per month and for subscribers who shave every other day to \$2.50 per month.

THE PARIS TOILET CO., LTD.
No. 13 Queen's Road Central, Hongkong, 23rd Sept., 1911. [1307]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 6 to 7 DAYS' OCEAN TRAVEL.

Projected Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong

From Quebec

"MONTREAL"....., Satur., Oct. 14. "EMPEROR OF IRELAND"....., Fri., Oct. 20.

"EMPEROR OF INDIA"....., Satur., Nov. 4. "EMPEROR OF BRITAIN"....., Fri., Dec. 1.

"EMPEROR OF JAPAN"....., Satur., Dec. 2. "EMPEROR OF BRITAIN"....., Fri., Dec. 29.

S.S. "MONTEAGLE"..... calls at Moji instead of Nagasaki.

Steamers will depart from Hongkong at 6 p.m.
Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperors of Britain" and "Emperors of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Men's and Bath in Sleeping Cabins while crossing the American Continent by Canadian Pacific direct Line). £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants, Officials located in Asia, and European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privilege at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (former Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ... £45. Via New York ... £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For Steamship On
SHANGHAI v. SWATOW, HUANGHSIANG..... Tuesday, 26th Sept., Noon.
TIENTSIW, TSINGTAU, CHIPIOSHING..... Tuesday, 26th Sept., Noon.
SHANGHAI, KOBE & MOJI..... KUTSANG..... Wednesday, 27th Sept., Noon.
MOJI..... KUTSANG..... Wednesday, 27th Sept., Noon.
SANDAKAN..... CHUNSANG..... Wednesday, 27th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA..... NAMSANG..... Thursday, 28th Sept., Noon.
SHANGHAI..... KWONGSANG..... Friday, 29th Sept., Noon.
MANILA..... YUENSANG..... Saturday, 30th Sept., 2 p.m.
SINGAPORE, SAMAFAUSANG..... Tuesday, 3rd Oct., Noon.
RANO & SOURABAYA..... FAUSANG..... Tuesday, 3rd Oct., Noon.
SINGAPORE, PENANG & CALCUTTA..... LAISANG..... Thursday, 5th Oct., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fokkang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudat, Labud, Datta, Simporne, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to—
JARDINE MATHESON & CO., LTD.
General Managers.
Hongkong, 23rd September, 1911.

[8]

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D.W.	On or about
"KUMERIC".....	G. B. McGill....	11,000	October 10th.
"LUGERIC".....	J. Mathie.....	11,000	October 25th.
"HEROULES".....	R. Williamson....	7,000	November 10th.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keeling if sufficient indemnity offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

For Rates of Freight or Passage apply to—
THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 20th August, 1911.

[805]

NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient indemnity offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERIC"..... 8,000 tons.... To be despatched end Dec.
S.S. "KATANGA"..... 5,600 tons.... To follow.

For rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED.

Managing Agents.

Hongkong, 23rd August, 1911.

[811]

Shipping—Steamers.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION

DESTINATIONS. STEAMERS. SAILING DATES, 1911

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLE, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO AND PORT SAID...	KAMO MARU, Capt. F. L. Summer, Tons 9,000	WEDNESDAY, 27th Sept., at Daylight.
AKI MARU, Capt. K. Honma, Tons 7,000	WEDNESDAY, 11th Oct., at Daylight.	
MISHAMA MARU, Capt. A. E. Moses, T. 9,000	WEDNESDAY, 26th Oct., at Daylight.	

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
VICTORIA, B.O. & SEATTLE via SHANGHAI, MOJI, KOREA, YOKOHAMA, & TOKYO	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 7th Oct., from KOBE

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
VICTORIA, B.O. & SEATTLE via SHANGHAI, MOJI, KOREA, YOKOHAMA, & TOKYO	SADA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 10th Oct., at Noon.
AWA MARU, Capt. Iriizawa, Tons 7,000	TUESDAY, 7th Nov., at Noon.	

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6,000	FRIDAY, 25th Sept., at Noon.
NIKKO MARU, Capt. M. Winckler, T. 6,000	FRIDAY, 29th Sept., at Noon.	

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
KOBE & YOKOHAMA	KUMANO MARU, Capt. M. Winckler, T. 6,000	FRIDAY, 29th Sept., at Noon.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
KOBE & YOKOHAMA	KAGA MARU, Capt. M. Higino, T. 7,000	THURSDAY, 27th Sept., at 11 A.M.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
SHANGHAI, MOJI & KOREA	WAKASA MARU, Capt. N. Nielsen, Tons 7,000	WEDNESDAY, 27th September.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
BOMBAY via SINGAPORE & COLOMBO	BOMBAY MARU, Capt. J. Temmink, T. 5,000	TUESDAY, 3rd October.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
SHANGHAI, MOJI & KOREA	WAKASA MARU, Capt. N. Nielsen, Tons 7,000	WEDNESDAY, 27th September.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
BOMBAY via SINGAPORE & COLOMBO	BOMBAY MARU, Capt. J. Temmink, T. 5,000	TUESDAY, 3rd October.

Fitted with new system of wireless telegraphy.

* Carries deck passengers. † Cargo only.

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LOG BOOK.

Oil Ship on Fire.

A Mossel Bay telegram dated August 25 says—

The four-masted barque Lyndhurst, while proceeding to Capo Town after putting in at Port Elizabeth in a leaking condition and being repaired, caught fire off Fish Point.

The Lyndhurst is one of the Standard Oil Company's sailing vessels, and her cargo consisted of naphtha.

Interviewed by Router's correspondent, the captain said that a terrific explosion occurred at 3.45 on Wednesday morning, followed by a fierce fire. Seventeen of the crew, all foreigners, took possession of the port boat, and left the ship immediately. The captain and the remainder of the crew got out the starboard boat with the utmost difficulty, and stood by the Lyndhurst, holding on by a rope and waiting for daylight.

The vessel meanwhile was a mass of furious flames, a gigantic flare in the surrounding darkness. This was observed by the Clan MacLaren, which was 30 miles distant, and she promptly came up and picked up the boats. The crew had marvellous escapes in the explosion.

It is officially declared that the hulk of the Lyndhurst is a serious danger to shipping.

The wrecked Lyndhurst being in a position dangerous to navigation has been sunk by H. M. S. Pandora.

Russian Shipbuilding.

In order to encourage Russian shipbuilding, a committee of Ministers have approved a bill to go before the Duma by which Russian shipbuilders will receive a premium from the Government from 52 up to 105 roubles per ton of displacement for all mercantile vessels built of steel and constructed in Russia, and intended for ocean navigation or for the Danube and its tributaries.

A premium of 35 roubles per indicated horse-power will also be paid on the main and auxiliary engines made in Russia for such vessels. Further, a small premium will be paid on the repairing and replacing of engines and boilers.

This arrangement will hold good for fifteen years, but after the first seven years there will be a 6 per cent reduction of the premium. In order to exclude the possibility of foreign ship-builders profiting by this privilege, all the premiums will have to be returned to the Government on vessels sold abroad before the expiration of three years from the time of such vessels having been registered at a Russian port.

Sale of Mail Steamers.

The fine fleet of steamers owned by the Imperial Direct West India Mail Line, whose service from Bristol to Kingston (Jamaica) was abandoned last year as a result of disagreement between the Imperial and Jamaican Governments over the subsidy for the renewal of the contract, is gradually being broken up.

Two liners, the Port Antonio and the Port Royal, have been sold to the Turkish Government for £64,000 each, while the Union Steamship Company of New Zealand has purchased the Port Kingston, a vessel of 7,582 tons gross, with a speed of about 18 knots. The price paid was £100,000.

Intimations.

AERTEX
CELLULAR.

COOLEST & MOST COMFORTABLE UNDERWEAR

for
THE SUMMER HIGH GRADE.J. T. SHAW,
TAILOR AND OUTFITTER,Hongkong Hotel Buildings,
Queen's Rd. Central. [1258]PEAK TRAMWAYS CO.
LIMITED.

TIME TABLE.

WEEK DAYS:
7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 6.00 p.m. " 15 min.
6.00 p.m. to 8.10 p.m. " 10 min.
NIGHT CARS:
8.45 p.m. and 9 p.m., 9.45 p.m. to
11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.
NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road, JOHN D. HUMPHREYS & SON General Managers, Hongkong, 16th June, 1911.



SUN GLASSES.
Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by competent workmen.

N. LAZARUS,

Ophthalmic Optician,
14, D'Aguilar Street,
Hongkong,
Hongkong, 24th July, 1911. [929]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP... \$1,250,000.)

Loans on Mortgage of House Property &c.
Goods received on Storage.
Advances made on Merchandise.
Levies made on the Provident System.
Rates and Particulars on application.THE OFFICE OF
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Undertaken and Executed
SHEWAN, TOMES & CO.
General Managers,
Hongkong.

Hongkong, 19th March, 1911. [114]

A LING & CO. FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.
9, Queen's Road. [1863]

JOHN THOMAS COTTON.

(Qualified).

VETERINARIAN & FARRIER

Business Address—

AH TOO STABLES,

No. 7, Russell Street,

Hongkong.

Telephone No. 273,

Hongkong, 27th July, 1911. [1054] [41]

C. LAURITSEN.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,

FORGECASTERS, BRASS AND IRON FOUNDERS, CONSTRUC-

TIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools,

installed throughout the Works.

THREE PATENT SLIPWAYS

taking vessels up to 8,000 tons

in weight, providing conditions for

painting ships with most efficient result

100-Ton ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

THE SHOPS EXCEPT UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery,

Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named.

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI, MOJI, KOBE, CANDIA, 28th Sept. Freight only

& YOKOHAMA Capt. W. R. Hickley, 28th Sept.

DELHI, 27th Sept. Freight and Passage.

SHANGHAI, DEVANHA, 25th Sept. Freight and Passage.

LONDON, ASSAYE, 30th Sept. See Special

USUAL PORTS OF CAPT. G. W. Cockman, Esq., R.N. Advertisement

CALL, 18th Oct. Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s office, Hongkong, 23rd September, 1911. [4]

Shipping—Steamers.

DOUGLAS STEAMSHIP CO., LTD.

Hongkong-South China Coast Ports.

Highest Class, fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 5 to 10 days.)

STEAMERS CAPTAIN LEAVING.

Haiyang, Capt. J. W. Evans, TUESDAY, 26th Sept., at 1 P.M.

Halching, Capt. W. C. Passmore, FRIDAY, 29th Sept., at 1 P.M.

Haitan, Capt. A. J. Rosch, TUESDAY, 3rd Oct., at 1 P.M.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to Douglas, Lapraik & Co., General Managers.

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JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

STEAMERS FROM EXPEDITED ON ABOUT 5 TO 10 DAYS.

Tjilobas, JAVA, 2nd half Sept., SHANGHAI, 2nd half S. Sept.

Timahi, JAVA, 2nd half Sept., JAVA, 1st half Oct.

Timanock, JAVA, 2nd half S. p.t., APAN, 1st half Oct.

Tipanas, SHANGHAI, 1st half Oct., JAVA, 1st half Oct.

Tjilwong, JAVA, 1st half Oct., JAPAN, 1st half Oct.

Titaroen, JAPAN, 1st half Oct., JAVA, 1st half Oct.

Tikini, JAVA, 2nd half Oct., SHANGHAI, 2nd half Oct.

Tjilatjap, JAVA, 2nd half Oct., SHANGHAI, 2nd half Oct.

The steamers are all fitted throughout with Electric light, and have accommodation for a limited number of cabin passengers, who will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to JAVA-CHINA-JAPAN LIJN, York Buildings, [958]

Telephone No. 375.

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Consignee Consignee

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above ports, consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the undersigned.

Optional cargo will be carried on unless notice to the contrary be given to day.

No fire insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 9 a.m. on MONDAYS and THURSDAYS.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 27th inst., will be subject to rent.

Optional cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

No claims will be admitted after the 27th inst., will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 27th of September, at 9.30 a.m.

All claims must reach us before the 1st of October, 1911, or they will not be recognized.

No fire insurance will be effected by me in any case whatever.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & CO., General Agents.

Hongkong, 20th Sept. 1911. [129]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE LLOYD BREMEN.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"DERFFLINGER."

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th of September, at 9.30 a.m.

All claims must reach us before the 1st of October, 1911, or they will not be recognized.

No fire insurance will be effected by me in any case whatever.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & CO., General Agents.

Hongkong, 21st Sept. 1911. [129]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"ASSAYE."

FROM BOMBAY, COLOMBO AND STRAITS.

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The attention of the public is drawn to page 10, para. 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The s.s. Caldonian, with the Siberian Mail, is due to arrive here on Monday, the 26th inst.

A Mail will close for:—
Chinkiang—Per Yorklow, 23rd Sept., 3 p.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.) (Siberian Mail to Europe)—Per Empress of Japan, 23rd Sept., 5 p.m.

Swatow, Amoy and Tamsui—Per Daigaku-maru, 24th Sept., 9 a.m.

Amoy and Singapore—Per Loosok, 24th Sept., 9 a.m.

Swatow and Bangkok—Per Drusar, 24th Sept., 9 a.m.

Haiphong—Per Matilda, 25th Sept., 8 a.m.

Singapore, Penang, and Calcutta—Per Lightning, 26th Sept., 11 a.m.

Haiphong—Per H. mi, 26th Sept., 11 a.m.

Singapore, Penang and Calcutta—Per Verwacht, 26th Sept., 1 p.m.

Macao—Per Sui Tai, 25th Sept., 1.15 p.m.

French Mail: Shanghai, Kobe and Yokohama (Siberian Mail to Europe)—Per Tonkin, 25th Sept., 1 p.m.

Bamarang and Sumbawa—Per China Jossen, 26th Sept., 10 a.m.

Manila (taking Mails for Cebu and Ililo), Zamboanga—Per Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per Changsha, 26th Sept., 10 p.m.

Tsingtao, Chefoo and Tientsin—Per Chipshing, 26th Sept., 10 a.m.

Swatow and Shanghai—Per Hangsang, 26th Sept., 10 a.m.

EUROPE, &c., INDIA VIA TUTICORIN.—(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)—Per Caldonian, 26th Sept., 11 a.m.

Swatow, Amoy and Foochow—Per Haiping, 26th Sept., noon.

Macao—Per Sui Tai, 26th Sept., 1.15 p.m.

Manila, Cebu and Ililo—Per Tean, 26th Sept., 3 p.m.

Wei-hai-wei, Chifoo and Tientsin—Per Kuo-chow, 26th Sept., 3 p.m.

Singapore, Penang and Colombo—Per Kano-mara, 26th Sept., 5 p.m.

Fort Bayard and Haiphong—Per Sikiang, 27th Sept., 8 a.m.

Nagasaki, Kobe and Yokohama—Per Kyuan-mara, 27th Sept., 11 a.m.

Shanghai, Kobe and Moji—Per Kutang, 27th Sept., 11 a.m.

Sandakan—Per Chungang, 27th Sept., 11 a.m.

Macao—Per Sui Tai, 27th Sept., 1.15 p.m.

SHANGHAI, via Siberia to Europe—Per Delhi, 27th Sept., 4 p.m.

Singapore, Penang and Calcutta—Per Nansang, 28th Sept., 11 a.m.

Macao—Per Sui Tai, 28th Sept., 1.15 p.m.

Shanghai—Per Chinhua, 28th Sept., 3 p.m.

Amoy and Shanghai—Per Tjibod, 28th Sept., 4 p.m.

Shanghai—Per Kwongzong, 29th Sept., 11 a.m.

Manila (taking Mail for Cebu and Ililo) Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Nikkoumaru, 29th Sept., 11 a.m.

Swatow, Amoy and Aping—Per Haiching, 29th Sept., noon.

Macao—Per Sui Tai, 29th Sept., 1.15 p.m.

Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per Alderman, 29th Sept., 10 a.m.

SHIPPING NEWS.

MAILS DUE.

French (Tonkin) 26th inst.
English (Delhi) 27th inst.
American (Koros) 20th prox.

The N. Y. K. ss. Kamo Maru (European Line) left Shanghai for this port on the 22nd inst., and is expected on the 26th inst.

The N. Y. K. ss. Kaga Maru (European Line) left Singapore for this port on the 21st inst., and is expected on the 27th inst.

The N. Y. K. ss. Tambo Maru (American Line) left Kobe for this port via Moji and Shanghai on the 22nd inst., and is expected on the 1st prox.

The N. Y. K. ss. Nikkei Maru (Australian Line) left Nagasaki for this port on the 22nd inst., and is expected on the 26th inst.

The N. Y. K. ss. Tosa Maru (Domingo Line) left Bombay for this port on the 22nd inst., and is expected on the 10th prox.

The E. A. ss. Empire, from Sydney, left Manila this morning for this port, and is due on Monday morning.

The P. & O. S. N. Co. str. Delhi left Singapore for this port on the 22nd inst., at 5 p.m. with the outward English Mails, and is due on the 27th inst., at 6 a.m.

The P. & O. S. N. Co. str. Malta is expected to arrive at Penang on the 25th inst., at 10 p.m.

The Messageries Maritimes Co. ss. Caledonian will leave this port for Saigon and Europe on the 26th inst., at 4 p.m.

The s.s. Tonkin of the Messageries Maritimes, with the French Mail of Aug. 27, and mails from London of the 26th ult., left Saigon for this port yesterday, and is expected to arrive on the 26th inst., at 6 a.m. She will probably leave for Shanghai, Kobe and Yokohama the same day.

The P. & O. S. N. Co. str. Syria arrived at London yesterday morning.

ARRIVALS.

Loongson, Ger. s.s., 1,275, W. Vogeler, 22nd Sept.—Sverdrup, 12th Sept., Sagan, H. A. L.

Mathilde, Ger. s.s., 831, Uderup, 22nd Sept.—Haiphong and Holloway 21st Sept., Rice and Gen.—B. & S.

Phurnung, Ger. s.s., 1,021, Reher, 23rd Sept.—Bangkok 16th Sept., Rice and Gen.—B. & S.

Linan, Br. s.s., 1,335, C. C. Williams, 23rd Sept.—Canton, 22nd Sept., Gen.—B. & S.

Kueichow, Br. s.s., 1,250, E. Foray, 23rd Sept.—Tientsin 15th Sept., Gen.—B. & S.

Ghoshun Maru, Jap. s.s., 1,101, K. Sakurai, 23rd Sept.—Foochow 20th Sept., Gen.—O. S. K.

Jinzen Maru, Jap. s.s., 2,314, M. Machiki, 23rd Sept.—Japan 20th Sept., Gen.—N. Y. K.

Mongolia, Am. s.s., 8,750, Henry E. Morton, 2d Sept.—San Francisco and Manila 22nd Sept., Mail and Gen.—P. M. Co.

Tjibodas, Dutch s.s., 2,063, Jurriaans, 23rd Sept.—Batavia 18th Sept., Gen.—J. C. L.

Rajah, Ger. s.s., 1,273, Q. Roscher, 25th Sept.—Freemantle, Sandalwood—B. & S.

Kwang Lee, Chi. s.s., 1,168, Pratt, 25th Sept.—Shanghai 20th Sept., Gen.—O. M. S. N. Co.

Quinta, Ger. s.s., 933, F. Schlesinger, 22nd Sept.—Bangkok and Swatow 21st Sept., Gen.—S. & Co.

Han yang, Br. s.s., 1,207, Spiros, 18th Sept.—Kantsu 12th Sept., Coal—B. & S.

Hanoi, Fr. s.s., 780, G. Baulier, 22nd Sept.—Haiphong via Pakhoi 18th Sept., Gen.—A. R. Mart.

Hupch, Br. s.s., 1,201, A. Tucker, 26th Sept.—Moji Ballast—B. & S.

Katsung, Br. s.s., 4,995, R. C. D. Bradley, 21st Sept.—Calcutta via Straits 7th Sept., Gen.—J. M. & Co.

Lightning, Br. s.s., 2,122, E. P. Smith, 13th Sept.—Colombo, Puttung and Singapore 12th Sept., Gen.—Kin Tay Loong.

Montenglo, Br. s.s., 6,163, W. Davison, 8th Sept.—Vancouver via Japan and Shanghai 6th Aug., Mail and Gen.—O. P. R. Co.

Namsang, Br. s.s., 2,591, P. M. B. Lake, 20th Sept.—Japan 11th Sept., Gen.—J. M. & Co.

Quinta, Ger. s.s., 933, F. Schlesinger, 22nd Sept.—Bangkok and Swatow 21st Sept., Gen.—S. & Co.

Tsuringan Maru, Jap. s.s., 2,559, W. tanabe, 21st Sept.—Milne 15th Sept., Coal—M. B. K.

Vestfold, Nor. s.s., 1,172, Bertelsen, 16th Sept.—Saigon 12th Sept., Gen.—O. S. S. I. L.

Woonong, for Manila, Empress of Japan, for Shanghai.

Woonong, for Manila,